

The Hong Kong Daily Press.

No. 4373

二十七年九月九日

年未辛酉

HONGKONG, SATURDAY, 11TH NOVEMBER, 1871.

午前版

午後版

PRIOR \$2 PER MONTH

Arrivals.

Nov. 10, BIRDS顿, Brit. sh., 693, Hunter, from Whampoa—VOGEL, Hagedorn & Co.
Nov. 10, HUMBOLDT, North Ger. bark, 300, Schweißel, from Whampoa—Avo. Hirsch & Co.
Nov. 10, AUSTRALIA, Brit. str., 3,648, Murray, Whampoa 4th November—P. & O. Co.
Nov. 10, SHAPESSEYER, Russ. str., 327, Elphick, Chinkiang 4th November, and Woosung, Oct., 12,000 piculs rice—Laufer & Co.
Nov. 11, YESSO, Brit. str., 593, Ashton, Foochow 8th November, Amoy 9th, and Swatow 10th, General—D. LAPRAK & Co.
HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of one per cent. on the daily balance.
On Fixed Deposits:
For 3 months 2 per cent. per annum.
6 " 4 " "
12 " 5 " "
CREDITED GRANTED APPROVED SORTEES, and every deposit of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, 9th September, 1871.
THE interest and responsibility of Mr. J. DEPRINS in our firm ceased from this date.
E. ESTARIO & Co.
1853 Hongkong, 1st September, 1871.
NOTICE.
MR. WILLIAM HENRY MOORE and Mz. OTTO FRIEDRICH have this day been admitted partners in our firm.
LAMMERT, ATKINSON & Co.
1828 Hongkong, 30th June, 1870.
NOTICE.
MR. WILHELM ABBOTT TURNBULL is authorized to sign our firm from this date.
BIELEY, WORTHINGTON & Co.
of 329 Shanghai, 1st May, 1871.
THE interest and responsibility of Mr. J. A. COCK in our firm, ceased on the 28th of July by mutual consent, and we shall carry on our business, as hitherto, under the same style.
J. SMITH & Co.
1410 Chelou, 6th August, 1871.
THE Undersigned having this day entered into partnership as Merchants and Commissaries, do hereby contract their business under the name and style of NORTON, LYALL & Co.
EDWARD NORTON,
ROBERT LYALL,
of 1 Hongkong, 1st January, 1871.
THE Undersigned have to-day established at this place a GENERAL COMMISSION and AGENCY BUSINESS in connection with a Steam Elice-Mill, under the style and firm of WINDSOR, REDLICH & Co.
DANIEL T. WINDSOR,
ALEXIS REDLICH,
Bangkok, Shan, 15th August, 1871. (See 1888)
THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
GENOCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Bills accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
1844 Hongkong, 10th November, 1871.
PUBLIC AUCTION.

Departures.

Nov. 10, AGNES, for Amoy.
Nov. 10, MOUNTAIN, for Bangkok.
Nov. 10, IRIS, for Manila.
Nov. 10, CONSTANCE, for Macao.
Nov. 10, SAN FRANCISCO, for Chefoo.
Nov. 10, AEMIN, for Whampoa.
Nov. 11, EMERALD, str., for Shanghai.

Clearances.

AT THE HARBOURMASTER'S OFFICE,
10TH NOVEMBER.
Armin, for Whampoa.
San Francisco, for Chefoo.
Iris, for Guan.
Flying Fish, for Bangkok.
Sunshine, str., for Manila.
Keweenaw, str., for Shanghai.
Selvadora, for Whampoa.
Siamee Crown, for Bangkok.
Constance, for Macao.

Passengers.

Per YESSO, str., from East Coast—
Messrs. Leyland, Cunningham, Allen, Miss Field, Capt. Elliot.

Reports.

The Ross steamer Shafesbury reports left Chinkiang on 4th November, and Woosung on the 6th, with light variable winds; on Thursday, a strong gale from the N.E. blew for 12 hours, and will carry on to the southward, probably to the N.E. of Chapel Island on Thursday afternoon; passed Messapic Maritimes steamer of Ching Point, yesterday morning, at 9 a.m.

The British steamer Yesso reports left Chowchow on 8th November, Amoy on 9th, and Swatow on the 10th; experienced strong winds, which blew from thence light winds and rain to a gale. The steamer Kwangtung, Gengtsu and Lord of the Isles, were lying at Foochow, when Yesso left. Off Dadi, Ia, passed the str. Clever, bound North; or the 10th, at daybreak, in Nanking Straits, passed the str. Thales, bound North; the str. Kuan, Luey, Norna and Warow were in Swatow; the str. Formosa left at 11 a.m. for Amoy.

Action Sale To-day.

J. M. ARMSTRONG.
Household Furniture.

FOR SALE.

THE PROPERTY OF THE UNDERSIGNED, WHO IS AD-VIT TO LEAVE FOR EUROPE.

A FAST Trotting Black Australian MARE, quiet under the Saddle and in Single and Double Harness.

A Two-wheeled DOG-CART and Single Harness complete.

A Two-wheeled PONY CARRIAGE, with Hood, and a Dan North-China PONY, with Harness, complete.

The East Trotting Bay North China PONY "TURK," quiet in Harness and under the Saddle, and will carry a Lady.

SADDLES, BRIDLES, Horse CLOTHING.

The above-named Animals have been regularly ridden and driven in Macao.

For further particulars apply to MORTIMER E. MURRAY, Macao.

2W 1837 Macao, 8th November, 1871.

RE AMBROSE MEESON.

FAMILY APARTMENTS.

M. R. W. E. ROGERS having leased the LUSITANO CLUB BUILDING, is desirous of obtaining a few BOARDERS during several entries of WELL FURNISHED ROOMS unoccupied. The Apartments can be had with or without Board. Apply as above.

1788 Hongkong, 14th October, 1871.

NOTICE.

THE HONGKONG HOTEL COMPANY, LIMITED, having leased the HONGKONG HOTEL to LEE AYOKO from the 1st November, 1871, will not be RESPONSIBLE for any Contracts entered into by him, nor for any Goods supplied to him or his order.

By order,
For the Hongkong Hotel Co., Limited,
ED. BAKER, Secretary.

TEN DOLLARS REWARD.

LOST.

TUESDAY EVENING, between the Club and the Hotel, four Chubbi KEYS on a gold split ring. The finder bringing same to the Manager at the Hongkong Hotel will receive Ten Dollars reward.

1843 Hongkong, 27th October, 1871.

WANTED.

ATTORNEY for GEORGE THOMAS KINNAAR, Esq., Barrister-at-Law.

STATEMENT in a Mercantile Office or Bank at any of the Ports of China, Shanghai or Yokohama preferable by one who has great experience as a Book-keeper; writes a good hand, and can undertake corresponding on business matters.

Apply to E. V. C., care of the Editor of the Daily Press.

1708 Hongkong, 6th October, 1871.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION, SUBSCRIBED CAPITAL \$500,000 of Dollars.

Court of Directors—Chairman—H. R. HOWELL, Deputy Chairman—T. PEYRE, Esq. A. Frost, Esq. Julius Monk, Esq. G. F. Walker, Esq. H. Fletcher, Esq.

Managers—Hongkong—James Greig, Esq. Chief Manager. Shanghai—David McLean, Esq.

London Bankers—London and County Bank.

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On Current Deposit Accounts at the rate of one per cent. on the daily balance.

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JAMES GREIG, Chief Manager.

Offices of the Corporation,

No. 1, Queen's Road East.

Hongkong, 9th September, 1871.

Notices of Firms.

NOTICE.

DURING my temporary absence Mr. WM. MAZIERER will sign my name for prosecution.

FREDERIC DEGENAER,
1809 Hongkong, 5th November, 1871.

I HAVE this day established myself at this place as GENERAL COMMISSION AGENT.—16, Bank Buildings, Queen's Road.

OFFICE.—16, Bank Buildings, Queen's Road.

1878—Hongkong, 16th October, 1871.

NOTICE.

THE business hitherto carried on at this place under the style of HAUSSCHILD & SØRENSEN having been amalgamated with our own, both Mr. L. HAUSSCHILD and Mr. F. SØRENSEN have this day been admitted partners in our firm, which in future will consist of

Mr. WM. G. HALE,
J. G. CASWELL,
L. HAUSCHILD,
F. SORENSEN.

1 P. STORF & I. AMERICAN COOKING STONE.

BOOKS, included London Encyclopedias, 22 vols.

1 PIANO.

Catalogues will be issued, and the whole will be put on view in and after Friday, the 10th instant.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.17.

1878—Whampoa, 8th November, 1871.

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PUBLIC AUCTION.

1845 Hongkong, 1st November, 1871.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR 1870.

THE Undersigned has received instructions with regard to the adjustment of Bonds for the year 1870.

SHAREHOLDERS in the above Company are requested to furnish their contributions for the year ending 31st December last, in order that the distribution of 20% of the net profit reserved for Contributions may be arranged. Returns not forwarded for the 31st December next, will be adjusted for the Company, and the undistributed profits or losses will be subsequently admitted.

JARDINE, MATTHESON & Co.

General Managers,
of 1810 Hongkong, 1st August, 1871.

COAST OF CHINA.

NOTICE TO MARINERS.

CHAPEL ISLAND LIGHTHOUSE.

ON or about the 15th of November next, the light will be extinguished.

The apparatus is of the First Order, and will be visible round the horizon a Fixed White Light, varred by Flashes at intervals of half a minute. The centre of the light is 237 feet above High Water, and in clear weather it will be visible 22 nautical miles. The lighthouse is 63 feet high from base to vanes. The tower will be painted brown glass, and the lightkeepers' dwelling and surrounding wall will be painted white.

The Sale to commence at 11 o'clock A.M.

J. DA SILVA.

1845 Hongkong, 1st November, 1871.

PUBLIC AUCTION.

1846 Hongkong, 1st November, 1871.

THE Undersigned is instructed to sell by Public Auction, on the Premises now occupied by M. ELIAS & ESPARTOS, Praia Grande.

The whole of the valuable and handsome HOUSE FURNITURE, a splendid BILLIARD TABLE by Stradella & Hobbs, and an elegant Double Harness CARR

NOW READY.

BOUNDED VOLUMES OF THE TRADE REPORT FOR THE YEAR 1870. Price \$10.
Apply at the Daily Press Office.
Hongkong, 1st February, 1871.

To delivery of the Daily Press from this office commence on Friday morning at 10.10, and the last messenger left the office at 10.30.

The Daily Press

HONGKONG, NOVEMBER 11TH, 1871.

NEARLY everyone, whether he took one view or the other of the Pier and Godown scheme, was well satisfied when a Select Committee was appointed to enquire into the whole matter. Nearly everyone, now that the Committee has enquired, is dissatisfied with the barren result of that enquiry. An investigation which lasted during three sittings has ended in nothing. There has been much argument, but argument was less the province of the Committee than enquiry, and of the enquiry nothing has come. We conceive that, given state of facts being submitted to it, the Legislative Council is, or ought to consider itself, the only competent body to argue upon those facts. But the Legislative Council had not the facts before it, and it therefore empowered certain of its members to fish those facts up and report upon them. What fact has come to light? Simply this; that some people wish the pier to be constructed, because they think it will be beneficial to their interest, and that others with it either not to be constructed, because it will be injurious to their interests, or to be so constructed that it may be less injurious. That fact was already before the Council prior to the appointment of the Committee, and might have been assumed even if the Council had not known it definitely. Nobody knows more than he did before the relative magnitude of the interests involved, and, of course in this lies the whole question at issue before the Council. How it came about that the Committee talked so much without eliciting the one necessary result is very intelligible. There was not the requisite firmness in the Chairman. Apparently, anybody was allowed to say and do anything he chose, any member to ask questions at random of anyone in the room; Counselor spoke unchecked, witnesses to make speeches instead of answering questions; and generally everything to arrange itself as best might. The Committee was appointed primarily to take evidence; secondarily, to hear Counsel. Some definite plan of action ought therefore to have been agreed and enforced by the Chair. Let the opposing witnesses be examined or examined themselves, and let them be questioned by members in turn after cross-examination by the Company's counsel. Let the counselor the objectors sum up their evidence, and then let the Company's evidence be dealt with in the same manner. Let the right of reply or of recalling witnesses be decided by the Chair or subject to rules, and above all things let the members have nothing to do with argument. The argument of members is to be done in the Legislative Council; as a Committee the members are judges and not advocates, and should take no more part in the argument than a discreet judge upon the bench. That is, their argument should be confined to throwing out hints of difficulties, not as argument, but to lead to fuller argument from the Counsel engaged. The Committee was there to listen and not to talk; to be convinced, and not to convince. Among themselves the Committee would of course discuss the whole question, including the arguments and evidence before them, and as members of the Legislative Council they would again discuss the report of the Committee. But it cannot be too strongly insisted upon that a Committee of Council is a bunch of judges and not a bar of pleaders, so long, of course, as it is engaged in taking evidence and hearing Counsel. This has been completely overlooked, and therefore it is that the result of three days' talking has been that the main question for decision has not been touched upon, and that not a word of the evidence or arguments before the Committee will give them the slightest assistance in dealing with it.

Of minor matters there is great store. For instance, we know that the Company declines—on what appear to be excellent grounds—to provide accommodation for cargo-boats, and that therefore if that accommodation were considered indispensable the scheme must fall to the ground. But the great question whether it be better for the public that the scheme should fall or that the cargo-boats should be obliged to round the Pier, is not touched. There is no evidence as to the loss to be sustained in rounding the Pier compared with the advantages of the Pier. There is no evidence as to the extent to which one firm may be injured and another benefited, nothing tangible at all on this first question to be answered. There was a little argument as to whether a Committee appointed to hear evidence was to hear it or not, but that was happily disposed of, not however without a note being made of the rather weak objection taken by the Company. Then we had Mr. Austin proclaiming *ex cathedra* that the Government had sanctioned the scheme, and therefore there should be no further objection. Mr. Austin wished thus to stultify the action of the Council in appointing a Committee, and further to deny to the Council the right to say anything on a bill to be passed by it. For the Government is not the Legislative Council. Mr. Ball's incipient protest against this proposition might well have been recorded before the room was cleared, for it was a protest against a proposal put forward at the public sitting. If Mr. Ball or any other member opposed the scheme he does so now as a member of Council and not as a Government officer. We do not know that he does oppose it, only we say he and every member has a perfect right to do so.

One cannot but regret that the Company should have been so hasty in forming itself, as the Directors have undoubtedly incurred the chance of heavy liabilities by doing so. Misled probably by the sanction of the Government, and the absence of private opposition, into the assumption that they were secure, and forgetting the Legislative Council in their calculation, they have certainly run a grievous risk. We do not think much of the objections to the scheme. The benefit to trade resulting from the Pier will probably far outweigh any disadvantages that it may create. The objections cannot be insisted on without stopping the enterprise altogether, and none of the opposing members seemed

to wish that. At the same time, the Chairman in his zeal for that which has been approved by the Government should never have allowed himself to forget that the Legislative Council was called upon to decide in the matter. The Pier will probably be a Pier after all, and few can doubt of its success, but its promoters and supporters should have borne in mind that others besides the Government had something to say about it. They will probably emerge successful, but they have run their heads into great danger.

A telegram has been received by the Superintendent of the China Submarine Telegraph Company, stating that the cable connecting Java and Sumatra has been opened for public work, and that, by the latest intelligence, the expedition in charge of the Australian Cable were progressing favorably. A list of the new stations in Java and Sumatra will shortly be published.

POLICE INTELLIGENCE.

10th November.

BEFORE J. RUSSELL, Esq.

THE PUBLIC TREES.

Two cows were taken up for eating the pasture. They were placed in the pound at No. 7 station. Mak-yuk claimed them, and was fined \$2 for letting them go.

A VALUED POLICEMAN.

Tai-ku, native P.O. No. 109, was found fast asleep at No. 9 Station in an empty bed, having to have a rest on duty. He was remanded and sent to the Civil Hospital whence, however, he was returned with a certificate to the effect that he had been shamming. He appeared to be a sleepy mortal, as he had been fined \$1 for being asleep on June 12th; \$16, or six weeks, for ditta on 3rd July. This time he was fined \$20, or three months, and recommended for dismissal as worthless.

THE BRAZIL CHAM COOLER CASE.

Another native coolie appeared to ask for a summons against Mr. Gillard, who appeared in Court on Wednesday, and made no extraordinary defense. The unfortunate defendant it now appears is light headed, and is secured in a strong web and in a strait jacket in Victoria Gaol.

The case was dismissed, and complained to the magistrate for sending him to the defendant is freed from his present position.

VICE-ADMIRALTY COURT.

November 10th.

BEFORE THE HON. CHIEF-JUSTICE SMALLEY.

In the matter of certain Timber now lying at Sowkeow, and the "Triton Insurance" company. Acting Queen's Advocate appeared for the Crown, and Mr. Hayller, instructed by Messrs. Caldwell and Bererton, for Messrs. Jardine, Matheson & Co., agents for the Triton Insurance Company.

Mr. Hayller said his clients were constructive owners of the timber. Notice had been sent to Messrs. Jardine, Matheson & Co., that an insurance had been effected on the ship "Wangpo," which was bound for Foochow, where it was to be taken for the Arsenal. The ship was wrecked at Mire bay, outside the Admiralty jurisdiction, and on the coast of China. The goods had been salvaged and brought down here by certain Chinese, who had been paid by Messrs. Jardine, Matheson & Co.

The Queen's Advocate said the Crown could have only one object, that was to recover the rights of the parties. There were people to whom he claimed the goods against the Triton, and he thought they should appear before the Crown.

Mr. Tonnochy, the Marshal of the Court, said that four lancers were saved, and two of them had died. He could produce the other two.

Mr. Hayller said the timber was bought by some Chinese at Sowkeow, and brought them for their own purposes. His clients immediately entered into negotiations with these Chinese, and put two Europeans in charge of the goods, and put the rest of the party on the Crown. The negotiations were going on the Crown, the goods subsequently, Messrs. Jardine, Matheson & Co. paid the Chinese \$2,500 for storage services and obtained full receipt. By the time the Crown seized, his clients were clearly in possession of the goods. He contended that by the rules the Crown only seized for the protection of property brought here derelict or found derelict here, that is, only for the protection of the crown. But the Crown had protected themselves. The learning of course that cited the Rules and the Merchant Shipping Act of 1854, on which they are based.

His Lordship observed that there must be a wreck. Where a man, a dog, or a cat escaped, there was no wreck.

Mr. Hayller said one of the lancers escaped on a log of the timber in question.

The learned judge enquired how the good were brought here in junks.

Mr. H. J. Hart—In junks.

His Lordship.—Then what is the title of the Crown?

Mr. Tonnochy said they were rated down.

His Lordship said that amounted to the same thing.

Mr. Tonnochy further remarked that the wreck could not have taken place in Mire bay because the men were two days without food.

His Lordship said the case had better stand over her for further affidavit. He thought perhaps if Mr. Hayller would pay the costs of the Crown there would be no great difficulty in letting him have the goods on giving security.

Mr. Hayller agreed to this.

The Queen's Advocate had no objection.

His Lordship.—Very well; you will give security to answer all claims, to the value of

The Court then rose.

TERrible RIOT AT LA MESILLA, NEW MEXICO.

SANTA FE, N. M., September 2nd.—The Post follows the correspondence from La Mesilla, in the southern part of this territory.

The election excitement in this valley culminated to-day in a scene of such violence and unrestrained passion, it is not exaggerated to say that the place has been literally drenched with human blood. At the present writing (Sunday evening, August 27th) it is known that seven persons have been killed, while the estimated number of wounded reaches as high as thirty, of whom seven or eight are mortally wounded. From five o'clock this afternoon until now the scenes of carnage and destruction have been unceasing. For fully fifteen minutes the firing was incessant and continued during the rest of the hour. The Republican and Democratic parties had each selected to-day as the most suitable time for the grand demonstration of the campaign, and at an early hour the meeting of both parties commenced their preparations. The leaders were evidently desirous of giving a signal to the public on the 4th of July, and the meetings were held in the open air, and the houses, and the windows of the houses, and the windows of the houses, will be closed against the frost. There is not much occupation for the sportsman. Game is not preserved. Every one who pays a small sum for the privilege system, however advantageous to the peasant, is anxious to the till. The house of the Peasant Association, which is for Peasant families, and for the poor, is a large stone building, and the windows of the house, will be closed against the frost. There is not much occupation for the sportsman. Game is not preserved. Every one who pays a small sum for the privilege system, however advantageous to the peasant, is anxious to the till. The house of the Peasant Association, which is for Peasant families, and for the poor, is a large stone building, and the windows of the house, will be closed against the frost. 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NEW STEAMERS FOR THE PACIFIC COMP'Y.

The Pacific Steam Navigation Company have just added another large ship to their already extensive fleet. She is named the *Alauda*, and has been built at an English shipyard, *Dulwich Brothers*, Blackwall. Her dimensions are 160 feet long, 36 wide, about 400 feet, beam 34 feet, and depth to spar-deck, 35 feet. Her engines are on the compound system, with two cylinders, the high pressure 60 in. diameter, and low pressure 104 in., with a stroke of 4 feet. The accommodation for first and second class, and steerage passengers is most complete—the first class handsomely fitted in large rooms. The *Alauda* will be ready for service in the middle of November. Wednesday next she made her preliminary trial run, leaving the river about eleven o'clock and returning about six o'clock. The engines worked throughout most satisfactorily, and were not stopped during the whole run. When working full speed they made 57 to 58 revolutions with 6000 steam, and developed over 2800 horse-power propelling the ship at a rate of 10½ knots. The *Alauda* will enter the *Monash Dock* to be finished off, and will probably make another trip of longer duration before being put on the berths for the West Coast. *Mosses*, Laird Brothers, have another vessel for the same company nearly ready for launching—*Liverpool Courier*.

HUNTING DOWN A NORTHERN SHARPER.

The *Shropshire*—We have repeatedly had occasion to notice the doings of a certain scoundrel named Peter Christie, who in May, 1864, opened an office in this city, and by means of specious promises and plausible pretenses obtained from a number of respectable firms goods to the amount of upwards of £3,000 for shipment to the West Indies. He subsequently managed, through a broker, to charter a large vessel belonging to a Glasgow firm, to be freighted with a cargo of £10,000 worth of cotton, which was never paid for, and was shipped to a port in Africa to be loaded. In preparing shipment and chartering vessels he gave parties to understand he had a direct order for the goods, while they turned out to be merely speculations on his own account. After the goods were on board, his practice was to apply to the shipowners for an advance, and transfer the bill of lading to another, and again, after a period of time, to another, and so on, until his debts amounted to £10,000, when he sold the vessel, and fled.

Miller, of the Liverpool Society, who knew the man's antecedents, was instrumental in saving a number of firms from various losses which they would have sustained through his operations. In February, 1869, Christie was apprehended here on charges of having obtained money from the bank agents at Portree by falsehood, fraud, and wilful imposition. He was tried by a sheriff and a jury, and sentenced to three years' imprisonment. His punishment did not reform him. Immediately after his liberation he attempted to negotiate for the lease of certain farmland works at Durness, in Pethshire, and alleging he had taken them, which was false, he drew bills to the extent of £235 on a Glasgow merchant, whom he had engaged to dispose of all the farm made at the works; and having presented them in due form to Mr. Miller, he was again remanded when his character came to be known. We gave a further account of Christie's frauds and attempts in the *World* of 15th July last, when he was endeavouring to get money from the parties concerned by false representations. It is to be hoped that he will transferred his operations to Wales. Having seen in the newspapers a large sum for it, and finally went to the locality, and made arrangements for having it surveyed, and a valuation made previous to taking over the stock, which would require a capital of £20,000. This having come to Mr. Miller's knowledge, he communicated with the parties, and of course, got rid of this sum. It is difficult, however, to realize the amount. His next step will be described by the following extract from a letter received by Mr. Miller from a Welsh farmer:—"He came to my house and told me he had taken the farm. As it was late, and five miles from the nearest town, he asked me if I could give him a bed, which I did. Next morning, after breakfast, we walked about the farm, and I asked him what he had done. He said he had taken the farm, and that he had come away with little money, intending to return earlier than circumstances allowed. You see how I have been swindled, and if Christie can be brought to justice I shall be glad." When he first made application about the Welsh farm, Christie dated from Edinburgh, and gave a reason there as a reference. The latter stated that he knew nothing about the farm, and that he had been informed by him that he was in course of purchasing a brewery in Edinburgh, and that he had deposited £10,000 and was ready with his securities. The same referee gave a similar reply as to family, and means applied to the Glasgow merchant about the Pethshire farm works. It will be seen that the proprietor in Wales acted promptly on the information conveyed to him, and communicated it to Mr. Miller, who had no idea that he had been swindled. There is nothing which was more work than he expected his determination to have one next year at his farm. When about to leave he said that upon coming from home he had intended to return at once, but now that he had taken the farm he would wait until the valuation was over; and as he was short of money he requested I would be kind enough to lend him £24,000, and that he would pay him back when he had sold the farm. He left, however, without repaying the amount.

HOLLIDAY, WISE & CO.—*Hongkong, 25th April, 1870.*

THE LIVERPOOL AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE, ESTABLISHED 1845.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & CO.—*Hongkong, 1st June, 1870.*

THE QUEEN INSURANCE COMPANY. INCORPORATED 1829.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & CO.—*Hongkong, 1st June, 1870.*

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & CO.—*Hongkong, 1st June, 1870.*

THE LIVERPOOL AND BOMBAY TRADERS INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Marine Risks at current rates.

HOLLIDAY, WISE & CO.—*Hongkong, 25th April, 1870.*

THE LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE, ESTABLISHED 1845.

THE Undersigned is authorized to accept risks on behalf of this Office, by First Class Steamer and Sailing Vessels.

A. MEYER, Agent.—*Hongkong, 1st July, 1870.*

THE LONDON ASSURANCE COMPANY INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.

A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Policies as follows:—

MARINE DEPARTMENT.

Policies issued for current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £50,000 on reasonable terms.

HOLLIDAY, WISE & CO.—*Hongkong, 1st November, 1870.*

NOTICE.

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents of the above Insurance Company, are prepared to issue Policies against Marine risks on Freight and Cargo at Current rates, subject to a discount of 15%.

BUTTERFIELD & SWIRE.—*Hongkong, 23rd August, 1870.*

THE 1750 F.I.M. FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at Hongkong, Canton, Foochow, and other Buildings' Goods, Wares, Merchandise, Manufacturing and Packing Stock, Ships in Port, Harbour, or Dock, and the Cargoes of such Ships, also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OF DAMAGE OR DESTRUCTION.

THE Undersigned Agents for the above Company, are prepared to grant Policies against FIRE for the extent of £50,000 on any one First Class Risk.

GIBB, LIVINGSTON & CO.—*Hongkong, 1st January, 1870.*

UNIVERSAL MARINE INSURANCE COMPANY, LIMITED, (OF LONDON).

THE Undersigned having been appointed Agents for the above Company at this Port, Shanghai, Foochow, Hankow, and Yunnan, are prepared to accept Marine Risks at Current Rates.

GILMAN & CO., Agents.—*Hongkong, 9th March, 1871.*

MERCHANTS' MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.

ENGAGED EXCLUSIVELY IN MARINE INSURANCE.

Paid up Capital—\$500,000.00.

THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms.

OYPHANT & CO.—*Hongkong, 2nd July, 1870.*

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THIS Company grants Policies on Marine Risks, and has established local Bureaux, in addition to the usual brokerage, the first under the new luxury Act, became necessary. Mr. Munders is possessed of about 24,000 a year, and since his incarceration no steps have been taken by his relatives to place his property under legal control.

No Policy Fee charged.

W.M. PUSTAU & CO., Agents.—*Hongkong, 27th July, 1870.*

According to the National Zeitung of Berlin, the French Government has undertaken to protect the Germans at Lyons.

INSURANCES.

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES.

Capital de 6,000,000 de francs (un quart millier).

*THIS Company, being associated for purposes of Marine Insurance in the Far East, with the *French* and *British* Companies, has a capital of 6,000,000 francs.*

*And with the *Old FRANCISCO* & *ASSURANCES MARITIMES*.*

Capital of..... 12,000,000 francs.

Offers to the ASSURED the security of a collective.

Capital of..... 12,000,000 francs.

*Agents in China for the *Assurances MARITIMES* at the Current Rates.*

RUSSELL & CO.—*Hongkong, 7th February, 1871.*

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

The Undersigned, Agents for the above Company, are prepared to grant Policies against Fire or Buildings and Goods, at current rates.

RUSSELL & CO.—*Hongkong, 30th April, 1871.*

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

The Undersigned, Agents for the above Company, are prepared to grant Policies covering Marine Risks at the Current Rates.

RUSSELL & CO.—*Hongkong, 2nd March, 1871.*

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO, CALIFORNIA.

The Undersigned having been appointed Agents for the above Company, are prepared to grant Policies against Fire or Buildings and Goods, at current rates.

RUSSELL & CO.—*Hongkong, 1st July, 1871.*

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

The Undersigned having been appointed Agents for the above Company, are prepared to grant Policies against Fire or Buildings and Goods, at current rates.

RUSSELL & CO.—*Hongkong, 1st July, 1871.*

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

The Undersigned having been appointed Agents for the above Company, are prepared to grant Policies against Fire or Buildings and Goods, at current rates.

RUSSELL & CO.—*Hongkong, 1st July, 1871.*

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

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RUSSELL & CO.—*Hongkong, 1st July, 1871.*

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